

**In the Specification:** (strikethrough parts deleted and underlined parts added)

**In the last paragraph on Page 3 (continuing to Page 4), please enter the following changes:**

Another problem with conventional spray technology is that prior to accessing the spray chamber the coolant must be drained which can lead to contamination and coolant loss. A further problem with conventional spray technology is that during acceleration, deceleration and attitude change, temporary coolant loss to the pump may occur thereby decreasing the efficiency of the spray system. ~~Another problem with conventional spray technology is that the pressure within the spray chamber varies greatly and is typically dependent solely upon the evaporation of coolant, volume of coolant in spray chamber and temperature within the spray chamber without adequate control.~~ An additional problem with conventional spray technology is that the pressure within the chamber varies greatly and is typically dependent solely upon the evaporation of coolant, dissolved gases in the coolant, volume of coolant in spray chamber, and temperature within the spray chamber without adequate control. Another problem with conventional spray technology is that if a leak within the spray system exists there is no automatic method for adding additional coolant to the spray system to compensate for the coolant loss. A further problem with conventional spray technology is that the seal of the spray chamber typically must be broken to fill or add coolant.

**In the last paragraph on Page 14 (continuing to Page 15), please enter the following changes:**

It is desirable to control the pressure within the spray chamber **22** for various reasons. For example, ~~a negative or reduced~~ reducing pressure within the spray chamber **22** will allow removal of noncondensable gasses which will lower the vaporization temperature, thus increasing performance. ~~prevent leakage through a damaged seal.~~ Also, increased pressure within the spray chamber **22** facilitates condensing of the coolant at higher temperatures.

**C. APPLICANT'S COMMENTS**

No new matter is added by way of these amendments, and the amendments are supported throughout the Specification and the drawings. Allowance of the present application is respectfully requested.

Respectfully submitted,



Michael S. Neustel (Reg. No. 41,221)  
NEUSTEL LAW OFFICES, Ltd.  
2534 South University Drive, Suite No. 4  
Fargo, North Dakota 58103

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Date

Telephone: (701) 281-8822  
Facsimile: (701) 237-0544  
e-mail: [michael@neustel.com](mailto:michael@neustel.com)